

AMENDMENT OF THE CLAIMS

Please amend claims 1, 3, 7, 8, 9, 11, 12 and 13 as follows:

1. (Currently Amended) A spring element configured to transmit compression forces and tensile forces between a vehicle frame and a wheel axle that are movably arranged with respect to one another, said spring element comprises: a rubber body; a mechanical connection member that extends through the rubber body and is arranged to limit the distancing movement between the vehicle frame and the wheel axle, said connection member comprises a coupling device for forming only a single coupling between the connection member to at least one of the vehicle frame and the wheel axle; and the coupling device further comprises a first stub with a threaded portion protruding from the spring element, the first stub being designed such that a rotationally fixed, form-fit on said at least one of the vehicle frame and the wheel axle is obtained by means of the shape a shaped portion of the stub.
2. (Original) The spring element as recited in claim 1, wherein said transmittal of forces is effected between the wheel axle and an end of a bogie beam pivotably mounted to the vehicle frame.
3. (Currently Amended) The spring element as recited in claim 1, wherein said ~~stub further comprises shaped portion includes~~ a bevel configured to cooperate with a corresponding bevel (20) arranged on said at least one of the vehicle frame and the wheel axle thereby enabling said form-fit.
4. (Original) The spring element as recited in claim 1, wherein an axis of symmetry of said threaded portion substantially coincides with an axis of symmetry of said rubber body.
5. (Original) The spring element as recited in claim 4, wherein said first stub comprises a conical portion.

6. (Original) The spring element as recited in claim 4, wherein said threaded portion further comprises a second stub with external threads and which protrudes from the spring element.
7. (Currently Amended) The spring element as recited in claim 4, wherein said threaded portions of the respective first and second stubs are configured to cooperate with a threaded element when coupled to a respective vehicle frame or wheel axle.
8. (Currently Amended) A spring element, comprising:
 - a pair of end plates, one of which is connectable to a frame or a wheel axle of a vehicle and the other of which is connectable to a wheel axle to provide a single coupling of said spring element to of said vehicle;
 - a rubber body disposed between the end plates; and
 - a mechanical connection member extending through said rubber body and being coupled between said pair of end plates in such manner that said connection member limits a separation distance between said pair of end plates, said mechanical connection member including a stub extending through one of said pair of end plates, said stub being shaped to correspond to a shape of a through-passage in one of said vehicle frame or said wheel axle such that when said stub is inserted into said through-passage, relative rotation between said stub and said through-passage is prevented.
9. (Currently Amended) A spring element as set forth in claim 8, wherein said stub includes an internal threaded portion for engagement with a threaded bolt for formation of said single coupling.
10. (Previously Presented) A spring element as set forth in claim 8, wherein said stub further includes a conical end portion.

11. (Currently Amended) A spring element as set forth in claim 8, wherein said stub includes an external thread portion for engagement with a threaded nut for formation of said single coupling.

12. (Currently Amended) A spring element, comprising:

a pair of end plates, one of which is connectable to a frame or a wheel axle of a vehicle
~~and the other of which is connectable to a wheel axle to provide a single coupling of said spring element to of said vehicle;~~

a rubber body disposed between the end plates; and

a mechanical connection member extending through said rubber body and being coupled between said pair of end plates, said mechanical connection member including a first coupling device having a first U-shaped link element at one end thereof and a single stub at the other end thereof extending through said one of said pair of end plates, a second coupling device having a second U-shaped link element at one end thereof, said second U-shaped link element being fixedly connected to the other of said pair of end plates, and a link member coupled between said first U-shaped link element and said second U-shaped link element; wherein said stub engages with a corresponding through-passage in one of said frame or said wheel axle for formation of said single coupling.

13. (Currently Amended) A spring element as set forth in claim 12, wherein said stub is shaped to correspond to a shape of a said through-passage in one of said vehicle frame or said wheel axle such that when said stub is inserted into said through-passage, relative rotation between said stub and said through-passage is prevented.

14. (Previously Presented) A spring element as set forth in claim 12, wherein said stub includes an internal threaded portion for engagement with a threaded bolt.

15. (Previously Presented) A spring element as set forth in claim 12, wherein said stub further includes a conical end portion.

16. (Previously Presented) A spring element as set forth in claim 12, wherein said stub includes an external thread portion for engagement with a threaded nut.

17. (New) A spring element configured to transmit compression forces and tensile forces between a frame member and a wheel axle of a vehicle, said spring element comprising:

a rubber body having a first end and a second end;

a first end plate covering said first end;

a second end plate covering said second end; and

a mechanical connection member extending through said rubber body for fixed attachment to said second cover plate, said mechanical connection member fixedly attached to said first end plate through which a stub portion of said mechanical connection member protrudes, said stub portion having an internal thread, said spring element having attachment to said vehicle by a single coupling of said mechanical connection member to one of said frame member and said wheel axle using a bolt, positioned in a through-passage of one of said frame member and said wheel axle, said bolt to be received in said internal thread, said stub adapted to prevent rotation thereof during engagement of said bolt with said internal thread.

18. (New) The spring element as recited in claim 17, wherein said mechanical connection member includes a first coupling device having a first U-shaped link element at one end thereof and said stub portion at the other end protruding through said first end plate, a second coupling device having a second U-shaped link element at one end thereof, said second U-shaped link element being fixedly connected to said second end plate, and a link member coupled between said first U-shaped link element and said second U-shaped link element;

19. (New) The spring element as recited in claim 17, wherein an axis of symmetry of said threaded portion substantially coincides with an axis of symmetry of said rubber body.

20. (New) The spring element as recited in claim 17, wherein said rubber body contains a plurality of spaced apart metal rings to strengthen and limit bulging of said rubber body.

21. (New) The spring element as recited in claim 20, wherein said metal rings are flat metal rings having a parallel relationship to each other.

22. (New) A spring element configured to transmit compression forces and tensile forces between a frame member and a wheel axle of a vehicle, said spring element consisting of:

 a rubber body having a first end and a second end;

 a first end plate covering said first end;

 a second end plate covering said second end; and

 a mechanical connection member extending through said rubber body for fixed attachment to said second cover plate, said mechanical connection member fixedly attached to said first end plate through which a stub portion of said mechanical connection member protrudes, said stub portion used to attach said spring element to said vehicle.

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